

PREFACE

This report is a summary of selected information on transportation and infiltration activity in southeast Asia as reported by NPIC during the period indicated on the cover. Those lines of communication and associated facilities which support communist insurgency in Laos and South Vietnam are emphasized.

Items are numbered and arranged according to location from north to south. Annotated maps of varying scales have been included to assist the reader in locating the items. Each large-scale map depicts all motorable roads photographically confirmed by NPIC unless otherwise indicated.

Missions, mission dates, frames, and NPIC cable and briefing board references are listed after each item, as appropriate.

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Kep/Thai Nguyen Rail Line, North Vietnam

The Kep/Thai Nguyen Rail Line, the first exclusively standard-gauge rail line constructed in North Vietnam, provides an extension of standard-gauge rail service from China into the Thai Nguyen industrial area. It also connects into the dual-gauge Thai Nguyen/Nguyen Khe Rail Line to provide continuous standard-gauge service from Ping-hsiang to within 0.5 nautical miles of Ha Noi. Prior to completion of the Kep/Thai Nguyen line in October 1966, standard-gauge track extended only to Kep, where supplies from China had to be transshipped to narrow-gauge rolling stock.

The line extends from a junction with the dual-gauge Ha Noi/Ping-hsiang Rail Line at 21-25N 106-18E (Figure 17) to the Thai Nguyen area and a junction with the dual-gauge Thai Nguyen/Nguyen Khe Rail Line at 21-33N 105-52E (Figure 2). The line incorporates 4.7 nautical miles of a previously existing spur from Thai Nguyen to the Thai Nguyen Ore Processing Plant. This 4.7 nm segment of the spur was expanded to dual-gauge to comprise the western terminus of the main line.

The main line traverses 29 nautical miles of the most geographically difficult terrain in North Vietnam. The demanding terrain necessitated the construction of 15 bridges, one overpass, [REDACTED] and numerous cuts and fills to maintain a low grade. Two by-pass bridges (one presently in a late stage of construction) are intended to maintain serviceability at two major river crossings. Four rail yards are dispersed along the line.

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A description of each of the facilities follows:

1. Thon Nieu Railroad Bridge Northeast Over Stream ([REDACTED] WJ901828; single-span, deck bridge, serviceable (Figure 1, Inset 1)).
2. Lang Lau Railroad Bridge Over Song Cau ([REDACTED] WJ928833; 8-span, deck bridge, serviceable (Figure 3)).
3. Lang Lau Railroad By-pass Bridge Over Song Cau: WJ934831; 7-span, deck bridge, serviceable (Figure 4).
4. Lang Lau Railroad Bridge Over Song Cau Tributary ([REDACTED] WJ945850; camouflaged deck bridge, serviceable (Figure 1, Inset 2)).
5. Coc Duong Rail Yard: WJ965863; approximately 1850 feet long and 3 tracks wide with a short 2-track dead-end spur and 1 dead-end siding (2 through tracks serviceable). The continuation of the ore processing spur from the northeast end of the yard is unserviceable. No facilities observed (Figure 6).

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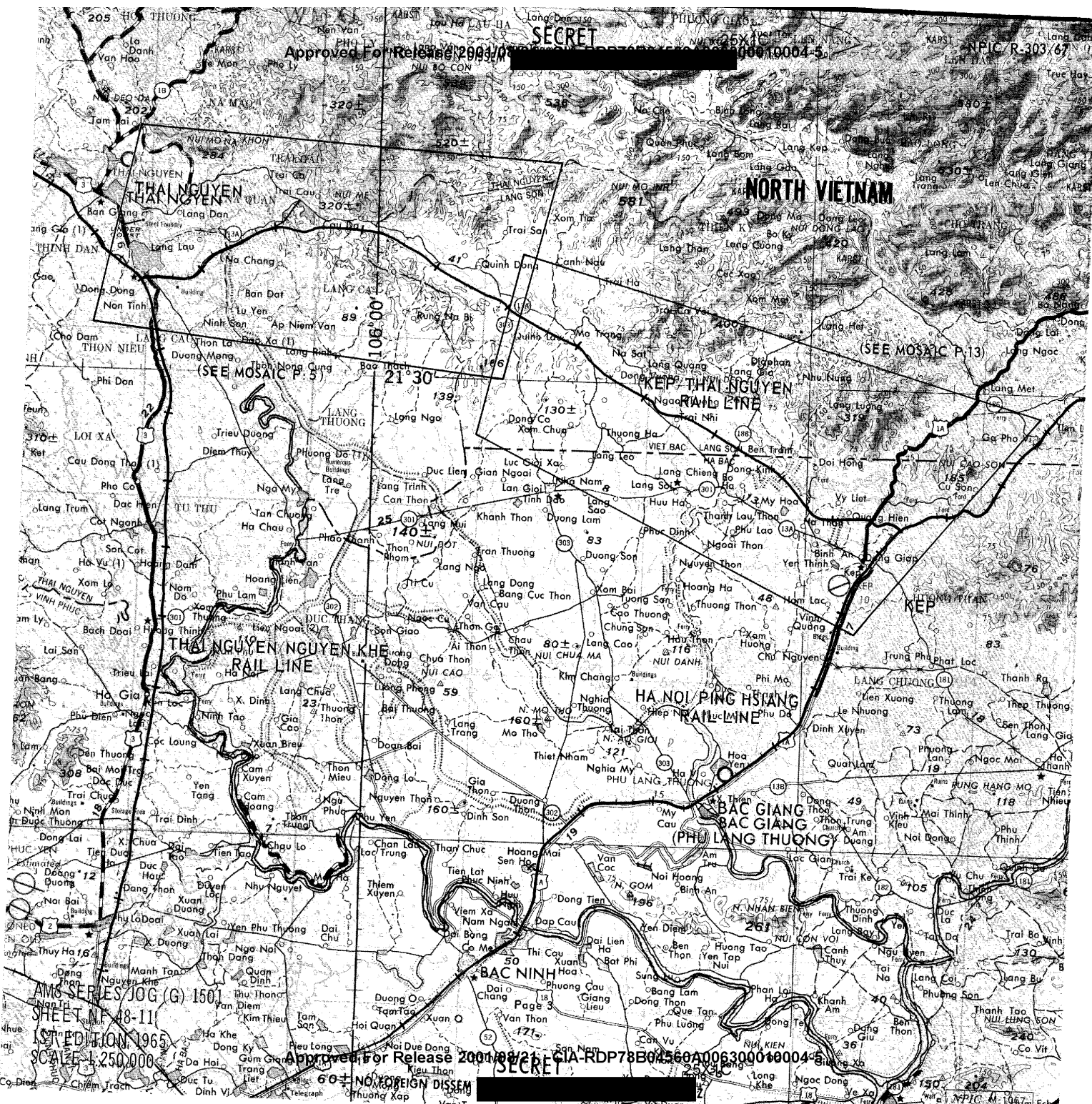
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AMC SERIES JOG (G) 1501

SHEET NF 48-11

1ST EDITION 1965

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6. Bao Nang Railroad Tunnel No 2 [REDACTED]: WJ986863; approximately 1050 feet long with trellis extensions on both ends (Figure 5). 25X1A
7. Underpass: WJ999865; small single-span deck bridge spanning the rail line. Bridge is part of a rail spur under construction between the ore processing plant and the Thrac Roc dam area (Figure 1, Inset 3).
8. Rail Spur Under Construction: between XJ012865 and XJ014860; rail bed in late-stage of construction with loose ties aligned along 2/3 of the distance (Figure 7).
9. Bao Nang Railroad Tunnel No 1 [REDACTED]: XJ016864; approximately 400 feet long with trellis extensions on both ends (Figure 7). 25X1A
10. Bridge: XJ018864; single-span, deck bridge, serviceable (Figure 7).
11. Bridge: XJ043860; single-span, deck bridge, serviceable (Figure 1, Inset 4). 25X1A
12. Qhinh Dong Rail Yard [REDACTED]: XJ057853; approximately 1700 feet long and 3 tracks wide (2 tracks serviceable). No facilities observed (Figure 8). 25X1A
13. Bridge: XJ070844; single-span, deck bridge, serviceable (Figure 9).
14. Qhinh Dong Railroad Bridge [REDACTED]: XJ074841; 3-span, deck bridge, serviceable (Figure 9). 25X1A
15. Bridge: XJ097831; single-span, deck bridge at XJ097831, serviceable (Figure 1, Inset 5). 25X1B
16. Bridge: XJ113822; [REDACTED] serviceable (Figure 1, Inset 6). 25X1A
17. Mo Trang Railroad Tunnel No 1 [REDACTED]: XJ119817; approximately 275 feet long with trellis extensions on both ends (Figure 10). 25X1A
18. Mo Trang Railroad Tunnel No 2 (BE No [REDACTED]): XJ131810; approximately 1250 feet long with a trellis extension under construction on the west end (Figure 11). 25X1A
19. Mo Trang Railroad Bridge West Over Stream [REDACTED]: XJ138808; camouflaged deck bridge, serviceable (Figure 12, Inset 1). 25X1A
20. Mo Trang Rail Yard Southeast [REDACTED]: XJ161796; approximately 1700 feet long and 3 tracks wide (2 serviceable). No facilities observed (Figure 13). 25X1A
21. Dong Vuong Railroad Bridge Over Song Soi [REDACTED]: XJ169787; camouflaged deck bridge, serviceable (Figure 14). 25X1A
22. Bridge: XJ176782; camouflaged deck bridge, serviceable (Figure 12, Inset 2). 25X1A
23. Ngao Thuong Railroad Bridge Over Stream [REDACTED]: XJ186776; camouflaged deck bridge, serviceable (Figure 12, Inset 3). 25X1A
24. Bridge: XJ215759; camouflaged deck bridge, serviceable (Figure 12, Inset 4).
25. Bridge: XJ223756; camouflaged deck bridge, serviceable (Figure 12, Inset 5). 25X1A
26. Dong Muc Rail Yard [REDACTED]: XJ258739; approximately 1500 feet long and 4 tracks wide with one dead-end siding, (2 through tracks serviceable). No facilities observed. (Figure 15)

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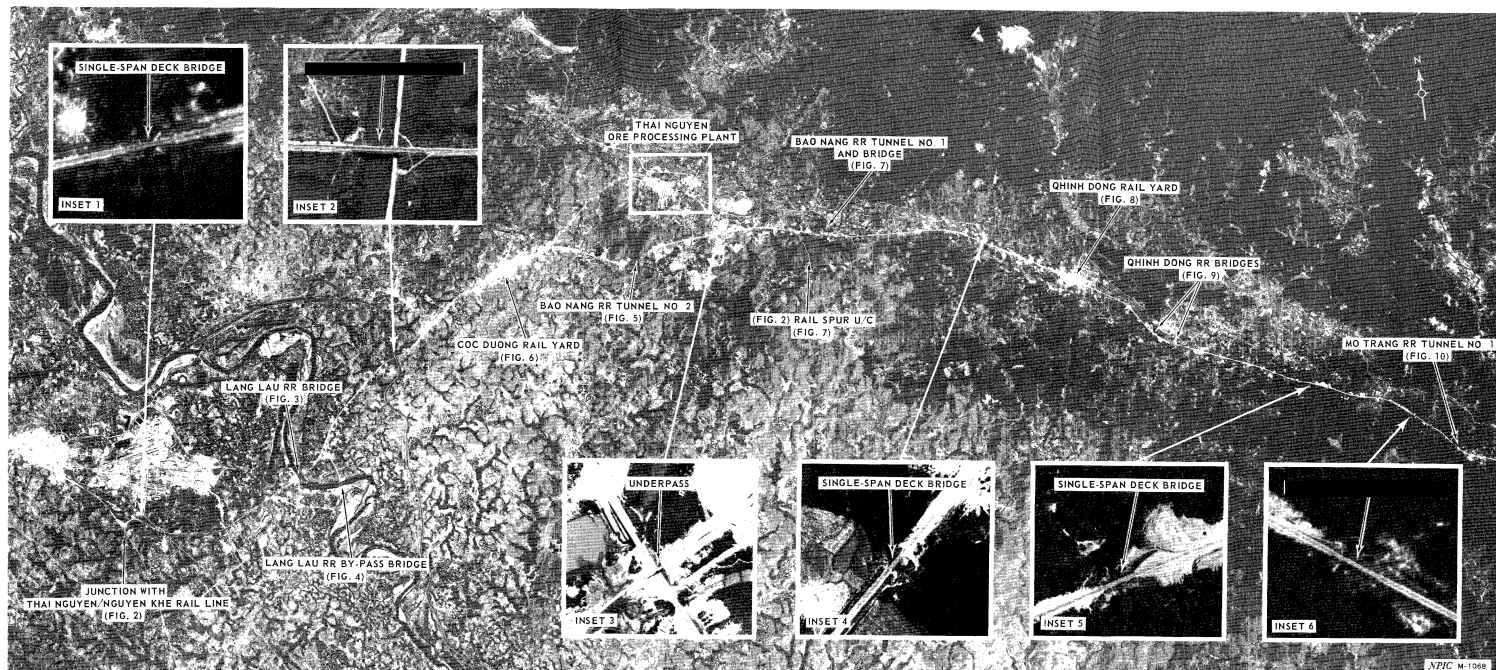
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FIGURE 1. PHOTO MOSAIC OF KEP/THAI NGUYEN RAIL LINE (THAI NGUYEN TO 21-31N 106-05E) NORTH VIETNAM.

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27. Dong Muc Railroad Bridge North Over Road [REDACTED]: XJ266735;
single-span deck bridge over a probable narrow-gauge railroad track.
Track connects a mining area and a transshipment point on the Song
Thuong (Figure 15).
28. Dong Muc Railroad Bridge Over Song Thuong River [REDACTED]:
XJ282727; 4-span, deck bridge, serviceable. [REDACTED]
evident (Figure 16).
29. Dong Muc Railroad By-pass Bridge Under Construction Over Song Thuong:
XJ281721; bridge in late stages of construction. Both approaches
appear serviceable. Five piers have been constructed with cribbing
making a probable total of 7 spans. No spans are evident at the site
(Figure 16).
30. Bridge: XJ303700; [REDACTED] serviceable (Figure 12,
Inset 6).
31. Bridge: XJ315701; [REDACTED] serviceable (Figure 12,
Inset 7).

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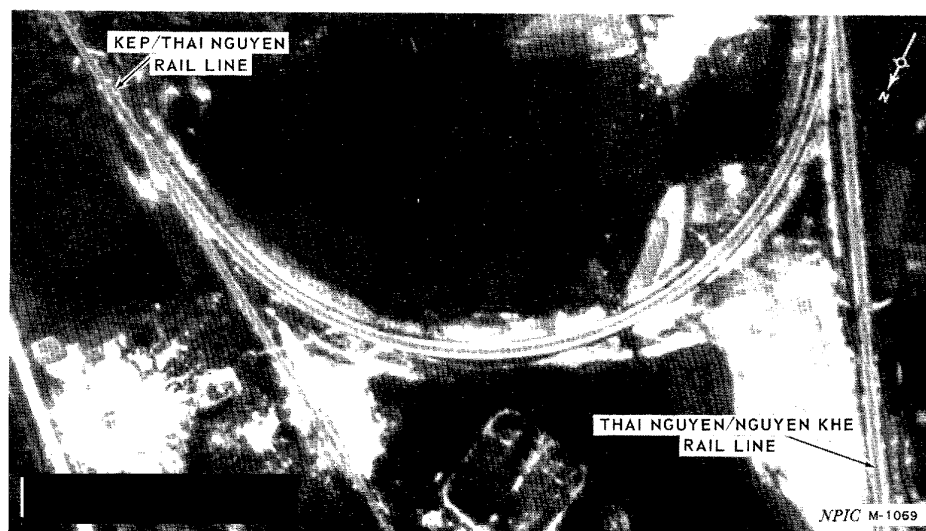


FIGURE 2. JUNCTION OF KEP/THAI NGUYEN AND THAI NGUYEN/NGUYEN KHE RAIL LINES, NORTH VIETNAM

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FIGURE 3. LANG LAU RR BRIDGE OVER SONG CAU, KEP/THAI NGUYEN RAIL LINE, NORTH VIETNAM

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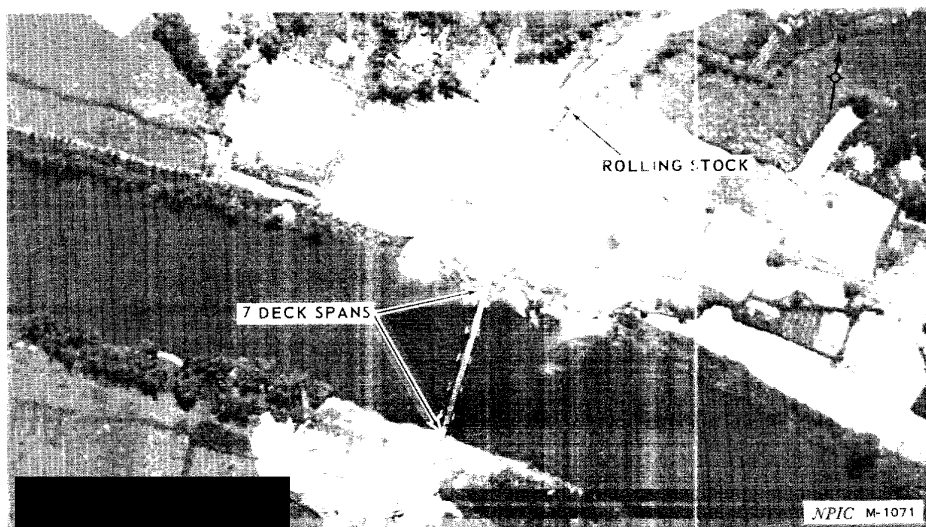


FIGURE 4. LANG LAU RR BY-PASS BRIDGE OVER SONG CAU, KEP THAI NGUYEN RAIL LINE, NORTH VIETNAM

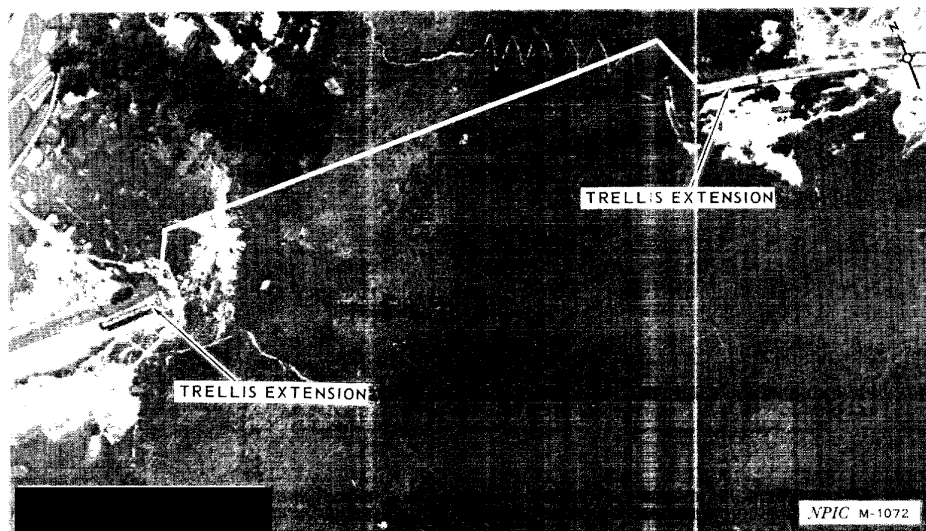


FIGURE 5. BAO NANG RR TUNNEL NO 2, KEP THAI NGUYEN RAIL LINE, NORTH VIETNAM

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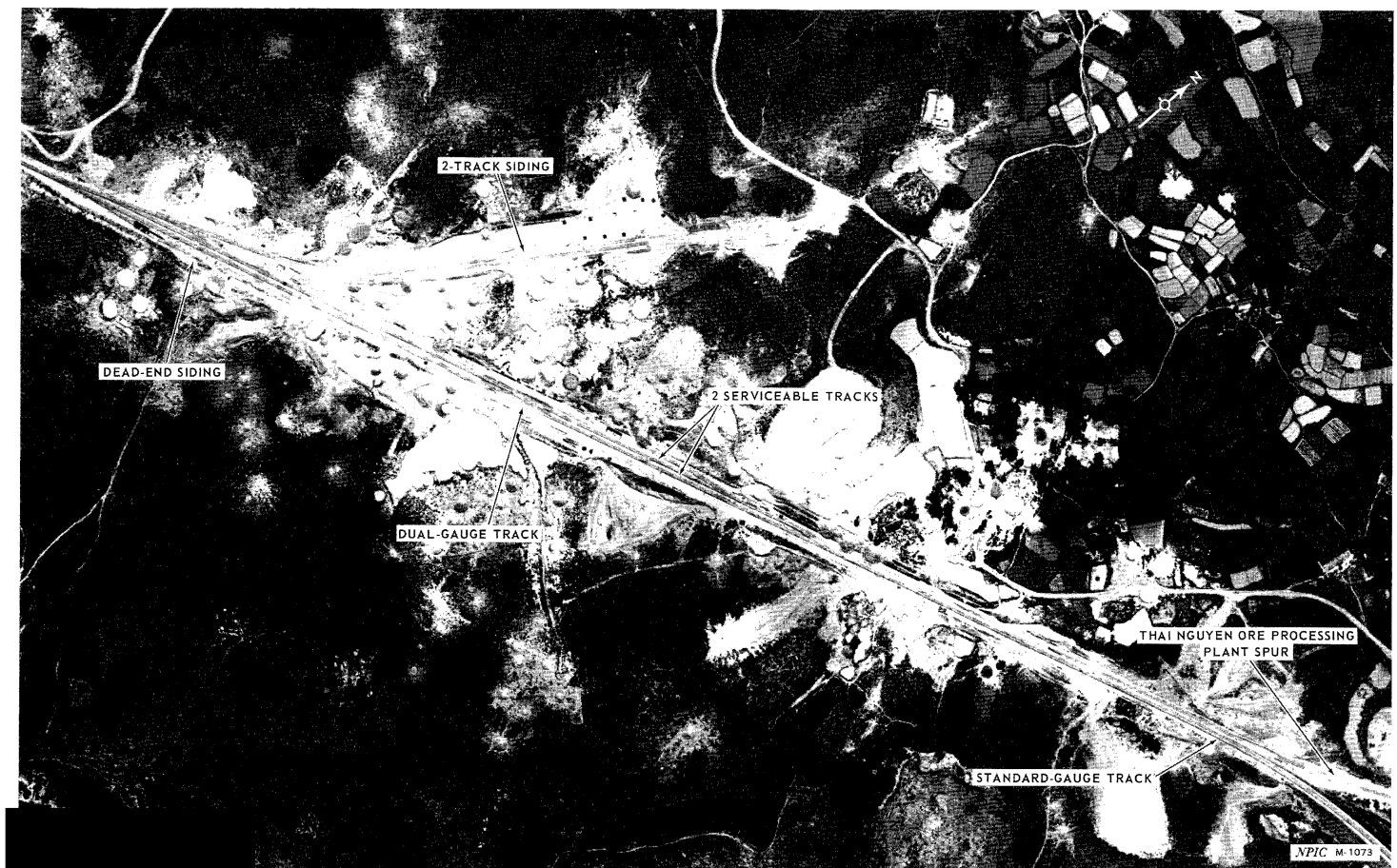


FIGURE 6. CUC DUONG RAIL YARD, KEP/THAI NGUYEN RAIL LINE, NORTH VIETNAM

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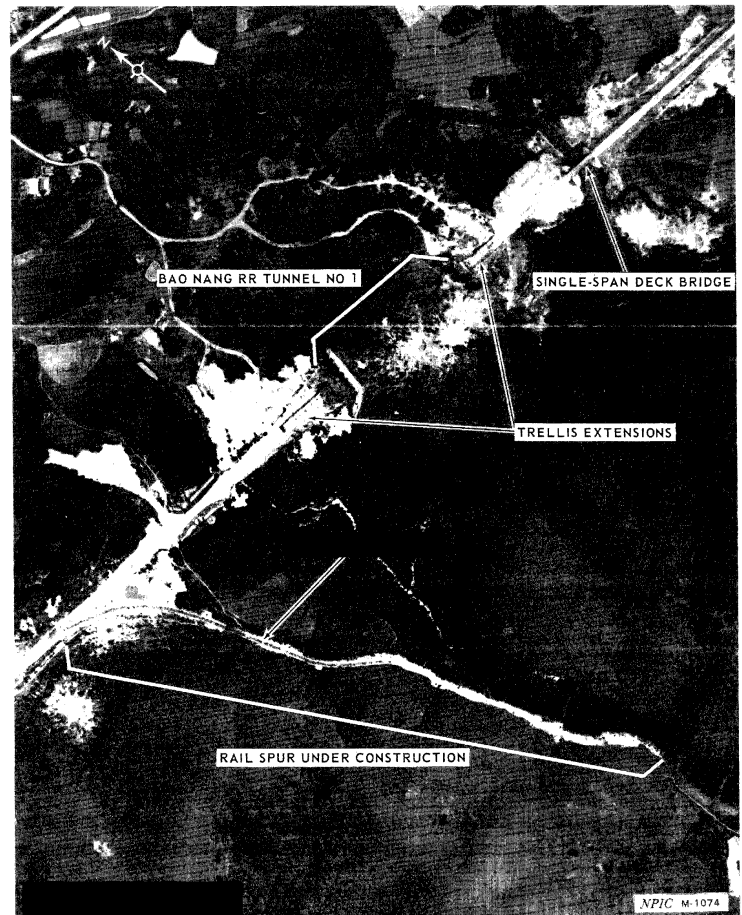
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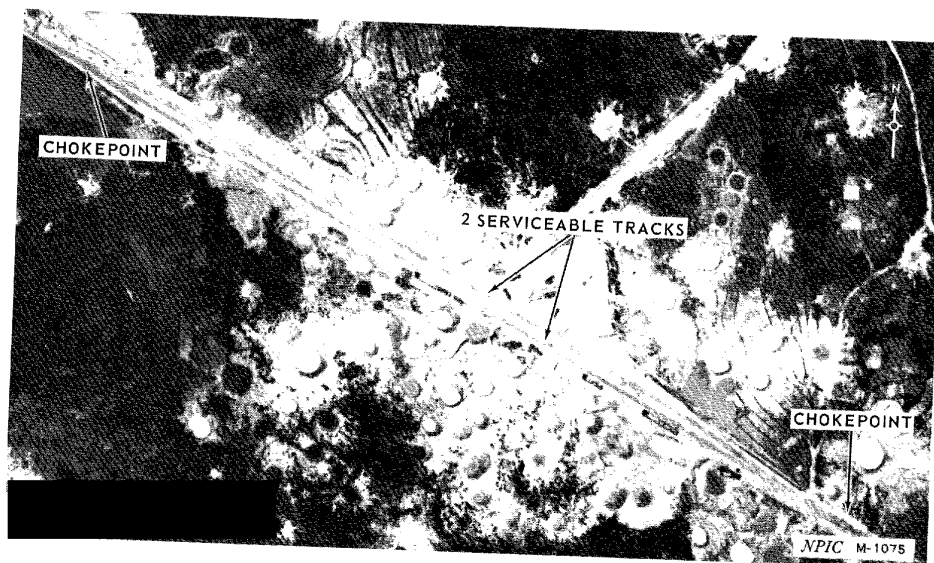
FIGURE 7. RAIL ACTIVITY, KEP/THAI NGUYEN RAIL LINE, NORTH VIETNAM

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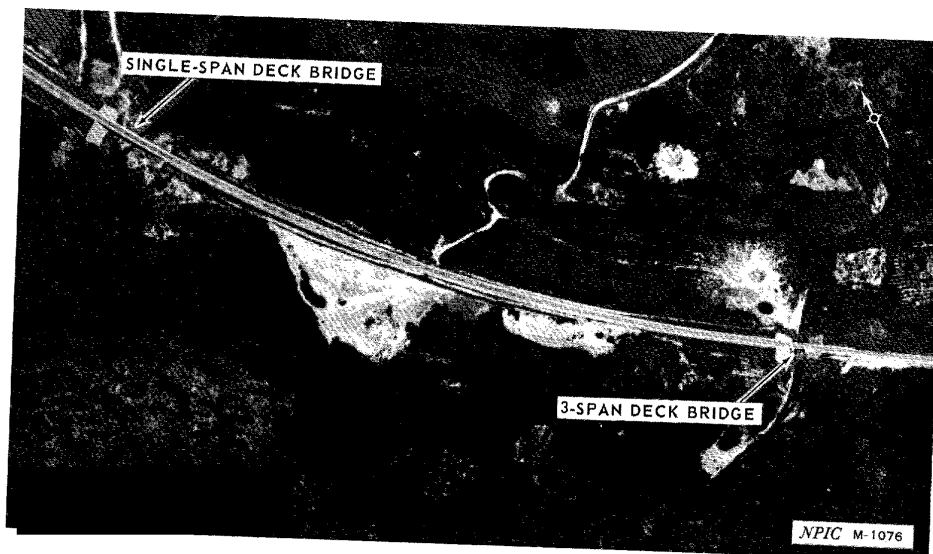
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FIGURE 8. QUINH DONG RAIL YARD, KEP/THAI NGUYEN RAIL LINE, NORTH VIETNAM

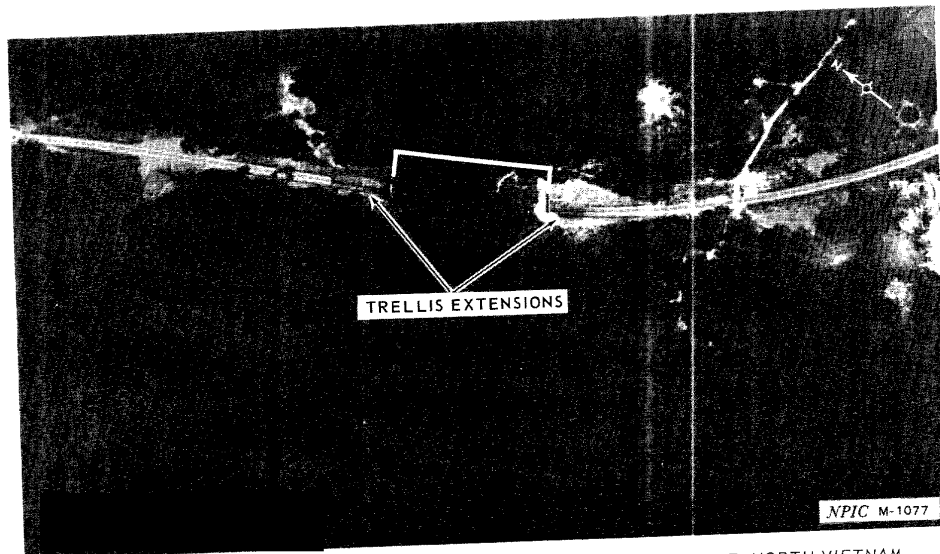


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FIGURE 9. QUINH DONG RAILROAD BRIDGES, KEP/THAI NGUYEN RAIL LINE, NORTH VIETNAM

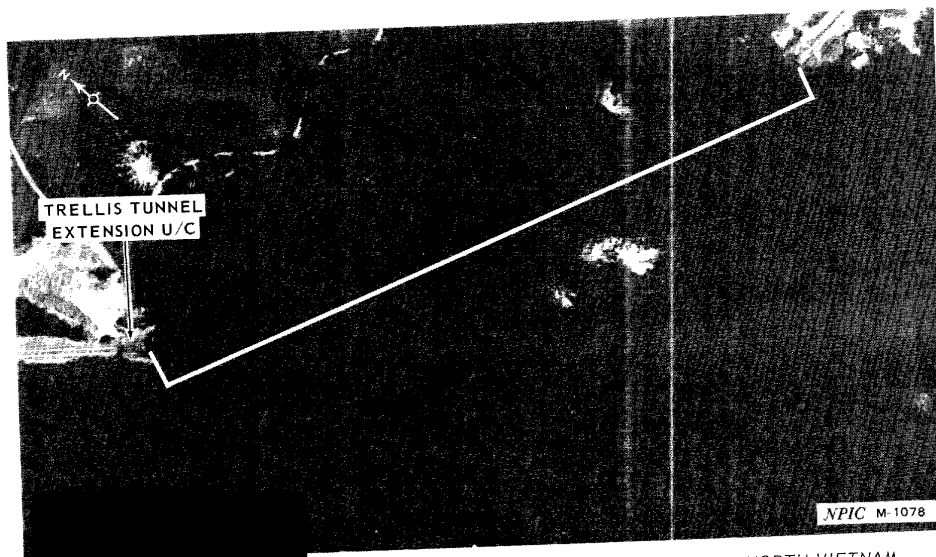
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FIGURE 10. MO TRANG RR TUNNEL NO 1, KEP/THAI NGUYEN RAIL LINE, NORTH VIETNAM



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FIGURE 11. MO TRANG RR TUNNEL NO 2, KEP/THAI NGUYEN RAIL LINE, NORTH VIETNAM

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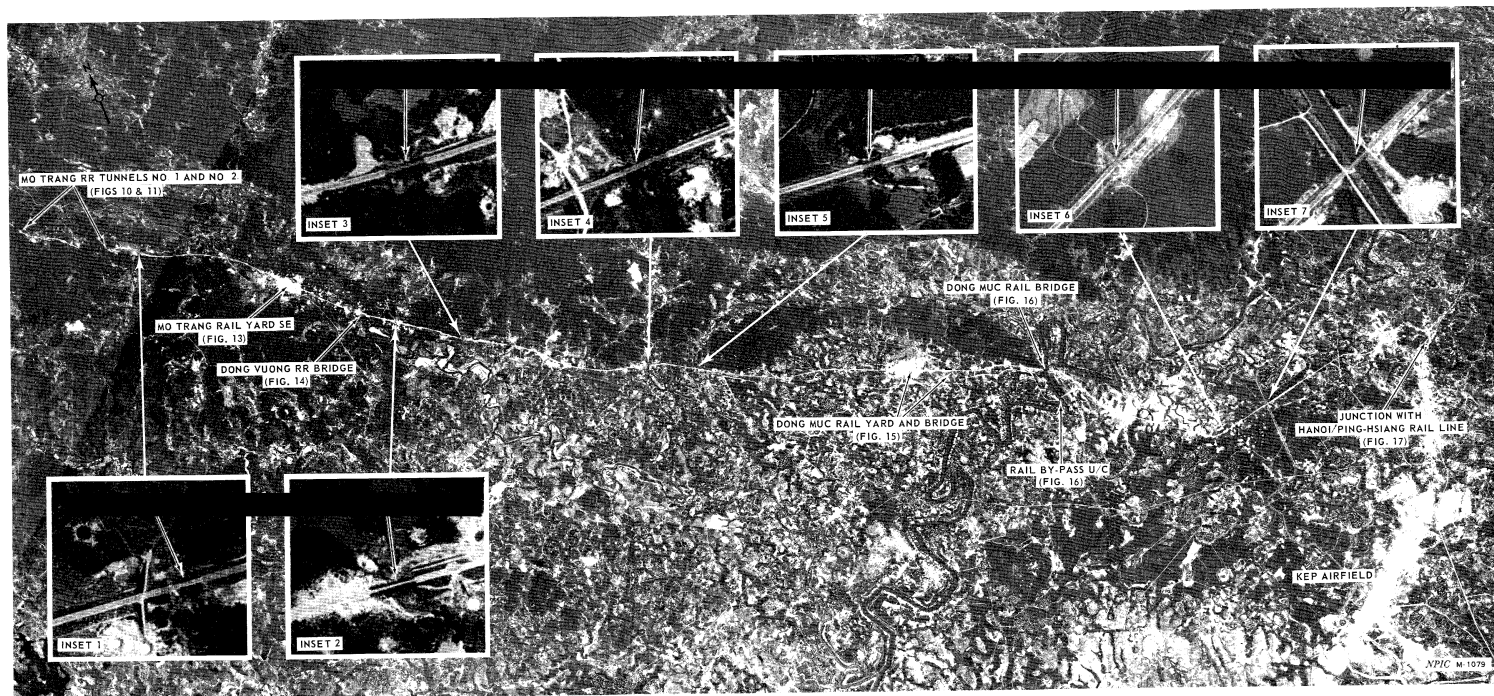


FIGURE 12. PHOTO MOSAIC OF KEP/THAI NGUYEN RAIL LINE (21-31N 106-05E TO KEP) NORTH VIETNAM, [REDACTED]

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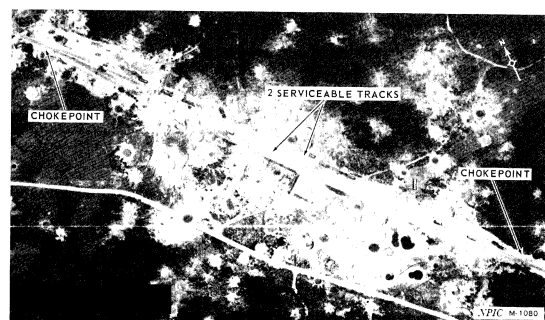


FIGURE 13. MO TRANG RAIL YARD SOUTHEAST, KEP THAI NGUYEN RAIL LINE, NORTH VIETNAM

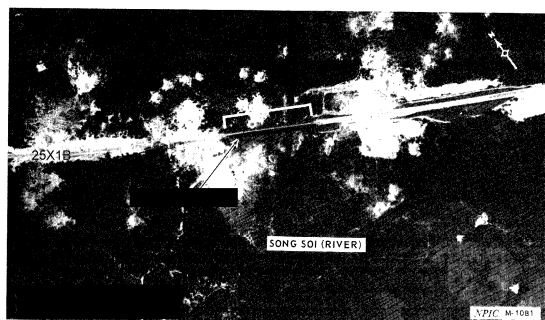


FIGURE 14. DONG VUONG RR BRIDGE OVER SONG SOI, KEP THAI NGUYEN RAIL LINE, NORTH VIETNAM

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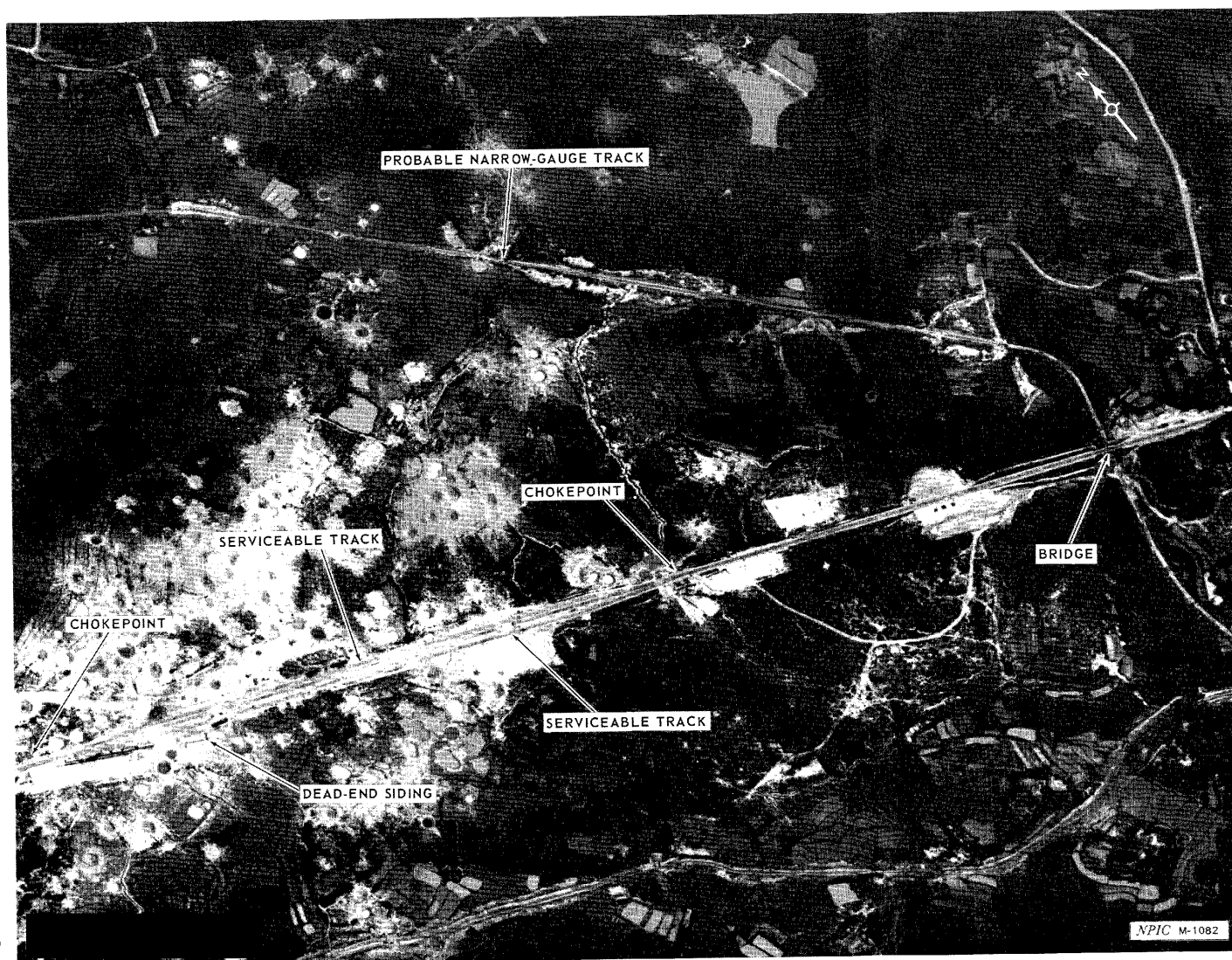


FIGURE 15. DONG MUC RAIL YARD AND BRIDGE, KEP/THAI NGUYEN RAIL LINE, NORTH VIETNAM

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FIGURE 16. DONG MUC RR BRIDGES OVER SONG THUONG, KEP THAI NGUYEN RAIL LINE, NORTH VIETNAM

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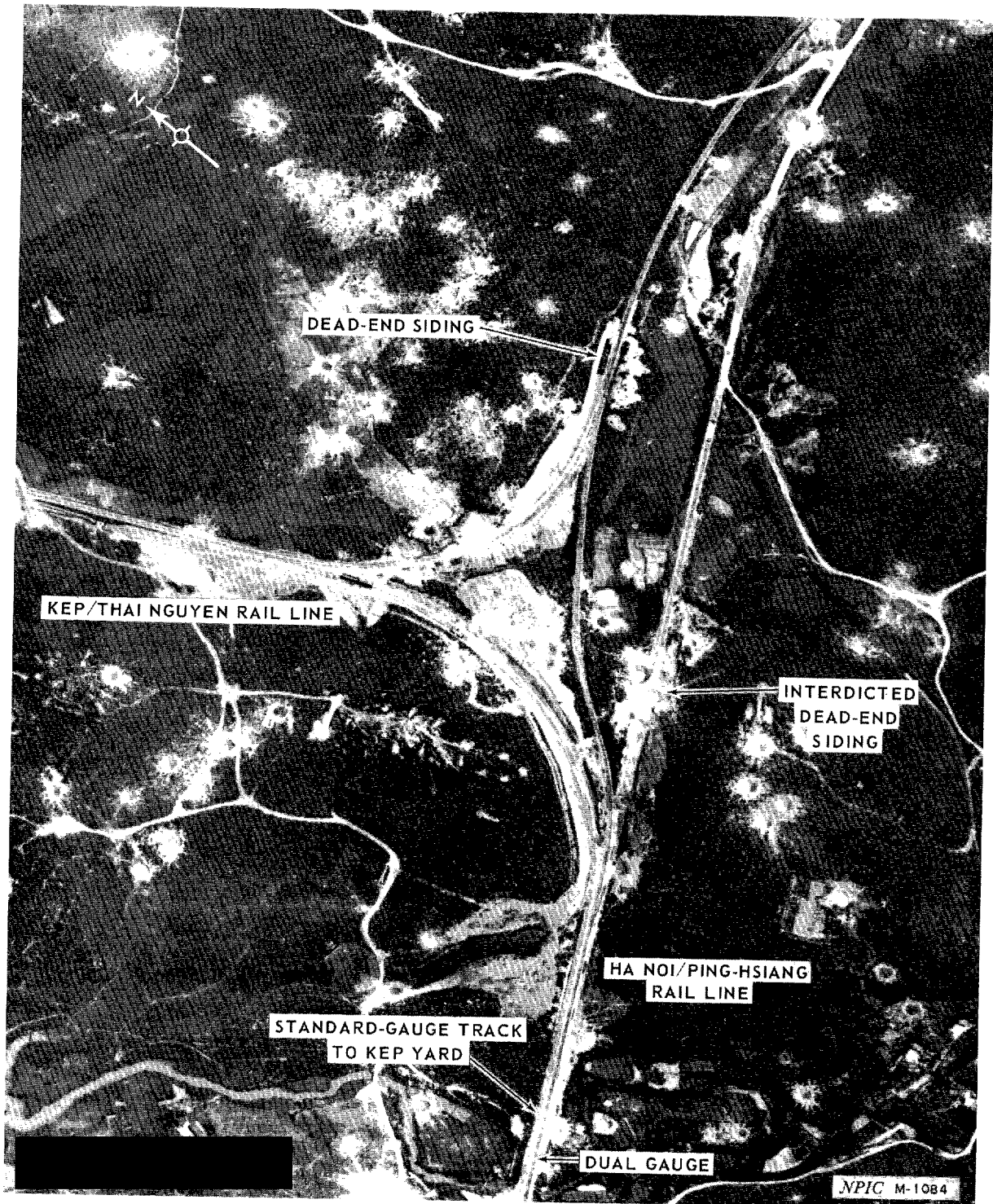


FIGURE 17. JUNCTION OF KEP/THAI NGUYEN AND HA NOI/PING-HSIANG RAIL LINES, KEP AREA, NORTH VIETNAM

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